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PRIVATE RESIDENTS AT THE
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Lv. — " ...	7 p.m.	"	"
Ar. — Mukden ...	2.10 a.m.	Wednesday	Friday
Lv. — " ...	2.30 a.m.	"	"
Ar. — Dairen ...	12.30 p.m.	"	"
Lv. — " (Steamer) ...	afternoon.	Friday	Sunday
Ar. — Shanghai ...	"	Tuesday	Tuesday

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The Daily Press.

HONGKONG, JUNE 19TH 1909.

We think the community generally will support the action taken by the unofficial members of the Legislative Council at Thursday's meeting in pressing for an interpretation of the Secretary of State's promise to ask Parliament to give "a substantial contribution" towards making good to the Colony the revenue which is found to be lost by giving effect to the Imperial Government's instructions for the closing of the whole of the opium-smoking divans in the Colony when the existing contract with the Opium Farmer expires next March. The Government answered that until the Bill now before the Council is passed, deciding the conditions on which the Opium Farm is to be leased when the existing agreement expires, it is impossible to ascertain precisely what loss of revenue the Colony will sustain, and so until new tenders for the Opium Farm under the altered conditions have been received the Government does not consider itself in a position to ask the Imperial Government to translate the term "substantial" into a more definite promise. By the weight of the official majority the second reading of the Bill was carried, and thus we shall have to wait perhaps many months for the information which it is most important that we should have almost immediately. It is customary to lay the Colonial Estimates before the Council in the month of September, and we are at a loss to understand how it will be possible to frame the Estimates unless the Government

is informed whether the promise of a "substantial contribution" means a quarter, a half or the full amount of the direct loss of revenue sustained through the prohibition of opium divans in the Colony. Surely it should not be impossible to obtain from the Imperial Government a promise in that form. What the Secretary of State may regard as substantial this Colony may consider extremely inadequate. On the authority of the Attorney-General we have it that the Secretary of State's promise cannot be interpreted as a promise of the whole amount, and when the Attorney-General spoke of "the whole amount" he seemed to regard this as the difference between the price at present paid for the Opium Farm and the price which will be paid under the new contract. It cannot, we think, be too strongly emphasised that this will not fully represent the loss the Colony will suffer in carrying out the policy of the Imperial Government. If Parliament were to be asked for a grant-in-aid equal to the difference between the present and the future rental of the Farm it would not be excessive generosity. The Hon. Mr. MURRAY STEWART indicated very clearly how the prosperity of the Colony is likely to suffer from the suppression of the opium trade. "Everyone," he said, "will feel the effects of this measure from top to bottom of the community, Europeans and Chinese alike, from the leading merchants to the humblest coolies. There will be less employment for the labour on land and in the harbour. Fewer or emptier ships will come and go. The port will suffer. That is the price which Hongkong will have to pay for the opium policy of His Majesty's Government—that is the burden which we asked in vain might be imposed gradually. If it had been imposed gradually we should have borne it unassisted. But under the circumstances, it would only be right that the whole of the demonstrable loss to revenue should be made good."

The indefiniteness of the Secretary of State's promise is the more tantalising the more it is considered. In the first place, we do not know whether the views of the Government, as to what is a substantial contribution, are in accord with the views of the Colony; secondly, we have no assurance that Parliament will sanction what the Government proposes; and thirdly, we do not know how long the Government propose to continue this grant-in-aid. Each year the quantity of Indian opium sent to China is cut down by one-fifth. It is therefore certain that the Hongkong Government will have to prepare for an annually increasing loss of revenue from the opium farm, and it is at the same time obvious that the annually decreasing import of opium will seriously affect the general prosperity of the Colony. On top of all this the Colony has become liable for a big railway loan with no certain prospect of being able to meet the interest out of railway revenues for some years to come. The Colony is therefore naturally very anxious to be assured that the promise of a substantial contribution towards loss of revenue resulting from the anti-opium policy is not likely to be less than what Mr. STEWART has termed "the demonstrable loss."

The German Mail of the 19th May was delivered in London on the 17th inst.

The Lord Bishop of Victoria will preach at the Morning Service and the Rev. A. B. Thornhill at the Evening Service at St. Andrew's, tomorrow.

Yesterday the Japanese Consul, and a party of officers from the Japanese cruiser *Chitose*, were conducted over the quarters of the 13th Rajputs at Kowloon.

S. E. Alanaah, of d'Agular Street, was summoned by an Indian who accused him of assault. Mr. Hastings appeared for the defendant and the case was adjourned.

The attention of members of the Hongkong Gymkhana Club is directed to an advertisement which appears in another column with regard to the closing of entries for the third meeting.

Miss Grace Hooper, of 73 Wyndham Street, reports to the police that she sent her No. 2 boy to the Hongkong and Shanghai Savings Bank with \$150 to deposit in her name, and he absconded with the money.

At the Magistracy yesterday the proprietor of a Chinese theatre was summoned at the instance of the Registrar General for carrying on a theatrical performance of a public nature without first furnishing an abstract of the plot or nature of each performance to the Registrar General. Mr. Hazland, before whom the case was brought, imposed a fine of \$10.

The construction of a "hot-house" is contemplated on the summit of Fuji for the benefit of any visitors who may be affected by the cold. There is another scheme to establish a hotel at the base of the mountain.

Mr. Geo. H. Seldmore, now American Consul at Nagasaki, has been appointed to Kobe, and his place at the southern port will be taken by Mr. C. F. Deichmann, now Consul at Tamsui, Formosa. Mr. Seldmore will enter upon his duties at Kobe about August 1.

A new feature in the Shanghai Medical Officer's monthly report is what may be termed a "Dairy Black List," which gives the names of the dairy and dairymen together with the extent of any adulteration, etc., found during the month on examination of samples of milk in the Municipal Laboratory. It is proposed to publish this list each month for the guidance of the public.

In honour of Mr. Amos P. Wilder, American Consul-General at Shanghai, a tiffin was given last week in the Palace Hotel by Judge Thayer. The staffs of the Consulate, the U. S. Court for China, and the Postal Agency were invited, and the event was of an extremely pleasant nature. After the covers had been removed Judge Thayer extended a warm welcome to Mr. Wilder to his post in Shanghai, and the latter suitably responded.

An Imperial proclamation has been issued at Peking reducing the linen dues hitherto levied upon merchandise travelling upon the Shanghai-Nanking Railway. The reductions amount to from twenty to fifty per cent. A receipt issued at the same time stated that no other charges should be made upon merchandise travelling by the Shanghai-Nanking railway, and announcing that heavy punishment would be the result of any infringement of that order.

A photograph of "The Commodore," Captain A. W. Outerbridge, of the China Navigation Company's steamer *Tsun*, appears on the front page of the last weekly number of the *Manila Times*. The photograph, we notice, is also reproduced in the daily edition of the 12th inst. with the following paragraph underneath:—Captain Arthur William Outerbridge, master of the steamer *Tsun*, one of the regular liners between Manila and Hongkong, is a great favourite with the travelling public. "The Commodore," as he is affectionately called, like a good story better than most things in the world, and the "Tales of the *Tsun*" would make a valuable volume. The captain is a Briton from topmost to keel, but he has a lot of regard for the erring Chinese and is one of the pillars of the unwritten alliance.

The Japanese Settlement at Hankow appears to be flourishing, the *Japan Mail* says. The number of houses and inhabitants is increasing daily. It is expected that buildings for a fish market and a vegetable market will be soon erected. A consulate is to be built in July, and an elementary school is to be transferred to the town from some place which is not mentioned in the telegram. Ground for a Japanese club has been purchased at an outlay of 4,500 taels, and work has been commenced on a building which is to cost 15,000 dollars. A large firm is spoken of as engaged in putting up particularly imposing premises. Its partners are Mr. Takagi, of the Mitsui House, Mr. Teichibana, of the Okura House, and Mr. Kato, head of an exchange shop at Wuchang. It has further been decided that the terminus of the Yeh-Han Railway shall be on the river's bank, immediately opposite the Japanese Settlement, and this is expected to have a great influence upon the development of the latter.

Yokohama has just lost two of its oldest lady residents, namely Mrs. Lowder and Mrs. Williamson. Mrs. Lowder and Mrs. Williamson are daughters of the Rev. S. R. Brown, an American missionary, who, with his wife and family, arrived in Japan forty-nine years ago last November. Mrs. Lowder is the wife of the late Mr. Lowder, a well-known lawyer in Yokohama, who was associated with Sir Rutherford Alcock in the early days. She has been very active in all philanthropic work there both among Europeans and Japanese, and has been deservedly held in high esteem by all sections of the community. Mrs. Williamson is the widow of Judge Williamson, a prominent lawyer of Cleveland, who was identified with some of the great railroad interests of the country. Mrs. Williamson has been on a visit to her sister in Yokohama during the past twelve months. Both ladies have been the recipients of many manifestations of respect lately from their father's former pupils and their many Japanese friends, as well as from foreign residents.

WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—On the 18th at 11.50 a.m.—The depression lying over the Yangtze Valley, yesterday, is moving Eastwards and approaching the neighbourhood of Shanghai.

Except over the Upper Yangtze, pressure has given way generally, more particularly at the stations around the Eastern Sea. Pacific to the East of Japan has shifted to the Eastward. Over the S. part of the China Sea and the S. Philippines the barometer remains high. Strong S.W. winds may be expected in the Formosa Channel and moderate to fresh monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	S.W. winds, fresh; fair.
Formosa Channel	S.W. winds, strong.
South coast of China between Hongkong and Lamooek	Same as No. 1.
South coast of China between Hongkong and Hainan	S. winds, fresh.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

FINANCIAL REFORM IN GERMANY.

LONDON, June 17th.

The Reichstag has begun the debate on the Financial Reform proposals.

Prince Buelow insisted that a considerable portion of the new taxes should be borne by the propertied classes, and he adhered to the succession duties.

The Chancellor threatened to resign if the Liberals and Conservatives would not sink their differences and combine to place the finances of the country on a sound basis.

RUSSIAN DREADNOUGHTS.

LONDON, June 17th.

Four Dreadnoughts of 23,000 tons each were laid down at St. Petersburg yesterday.

LATER.

The materials for the four Dreadnoughts are to be Russian, but the designs and the supervision are to be British.

TAXATION IN AMERICA.

LONDON, June 18th.

A Washington dispatch says that the tax on corporations amounts to 2 per cent. [on the net profits] and is estimated to yield the equivalent of \$5,000,000 sterling.

The tax will necessitate the Federal supervision of the annual accounts of the corporations.

THE MILITARY CAUSE CELEBRE.

LONDON, June 18th.

The appeal of Lieutenant Woods, late of the 2nd Grenadier Guards, against the decision of the Army Council and claiming £75,000 as damages for wrongful dismissal, has been dismissed.

THE TSAR AND KAISER

LONDON, June 18th.

The Tsar and Kaiser met at Bjorkes yesterday morning, and exchanged visits aboard the "Hohen-zollern" and the "Standart."

The monarchs lunched on the "Standart" with the Tsaritsa and her children.

BRITISH VESSEL FIRED ON BY RUSSIAN WARSHIPS.

LONDON, June 18th.

The Russian warships guarding the meeting place of the Emperors of Russia and Germany fired a blank and then two shots at a passing Newcastle steamer named the "Woodburn," damaging her boiler and wounding a stoker.

The steamer was repaired at Friedrichshamm and proceeded to England, the stoker being left in hospital at Viborg.

CHINESE OFFICERS IN THE JAPANESE ARMY.

DRASTIC ACTION BY THE GOVERNMENT.

The *Osaka Jiji* reports, according to the *Japan Chronicle*, that on the 15th ultimo all the Chinese officers attached to the various divisions of the Japanese army for purposes of study were simultaneously dismissed without any notice being given. The *Osaka Journal* points out that although the authorities declare that the officers were dismissed because they had finished their term of study, the term of six months did not actually end until the 31st ultimo, so that their dismissal was anticipated by fifteen days. The *Osaka Journal* attributes the dismissal to a serious incident. It is alleged that early last month one of the Chinese officers attached to the *Osaka Army Division* unsuccessfully attempted to appropriate certain secret documents. The matter was reported to the Yae Office, and thorough instructions were issued to all the army divisions ordering them to dismiss the Chinese officers at once. It is believed that no Chinese officers will henceforth be allowed to be attached to Japanese regiments for purposes of study.

CORRESPONDENCE.

THE ANTI-OPIUM CAMPAIGN.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your article this morning is very timely. The silence of the stormy petrel of the Anti-Opium movement lends colour to the view that they are satisfied that the movement is making progress. But in what direction? It is becoming increasingly evident that the Chinese Government are aiming at the establishment of opium monopolies in China. If that came about, how long, think you, would it be before opium ceased to be sold in China? It can with confidence be asserted that as long as monopoly is held up as the best means of stopping the trade, it will never be abolished. The revenue possibilities of the system would appeal far too strongly to the officials.

If China is loyal to the pact she has made with Great Britain, she can rely upon the loyal assistance of every British importer. But evidence of that loyalty is not yet general in China—Yours,

D.S.G.

ALLEGED FEROCIOUS DOG.

At the Magistracy yesterday Mr. John Lambert, Lloyd's surveyor, was summoned for keeping a ferocious dog at his residence, No. 3 Ormsby Villas, Kowloon. The complainant was a Chinese woman who alleged that the dog bit her son.

His Worship (Mr. Hazland)—Have you got a ferocious dog?

Mr. Lambert—Not to the best of my knowledge. I have two dogs.

His Worship—You say neither of them is ferocious?

Mr. Lambert—As far as I know, I have seen nothing vicious or ferocious about them. This boy is the torment of all the dogs about the neighbourhood. He has been throwing stones and if the dog has got loose and bitten him it is only what he deserves.

Inspector Langley said he was prepared to prove that the dog attempted to bite a European constable.

Mr. Lambert said he knew nothing of that until the previous night, when coming down in the car he mentioned the matter to a friend whose wife remarked that she was an eye-witness of the occurrence, and she declared that the policeman was to blame as he made an unwarranted attack upon the dog. She was a member of the Society for the Prevention of Cruelty to Animals and she would gladly come forward and give evidence.

His Worship—I think I had better try the case.

Mr. Lambert added that he was quite willing to have the dog destroyed.

Inspector Langley—Then the question of compensation to a child who has brought it upon himself.

Mr. Lambert—I don't feel inclined to pay compensation to a child who has brought it upon himself.

The hearing was fixed for Wednesday.

BELLIOS PUBLIC SCHOOL.

The prizes so kindly given annually by Mr. E. E. Bellios to the pupils in Bellios Public School who excel in the subject of English composition were yesterday presented to the successful candidates by Mr. E. A. Irving, Inspector of Schools. The following are the names of the prize winners:—

Mabel Long, Rose Abong, Mabel Mooney, Yabara Alaraka, Hung A Nui, Cheung Fook To, Li Tsing Lim, and Chan Bik Harm.

A vote of thanks was accorded to Mr. Bellios and Mr. Irving on the motion of Mabel Long, the dux of the school.

DEATH OF A BRITISH VICE-CONSUL.

Death has removed another promising young man from the British Consular service in the person of Mr. Alfred John Flaherty, British Vice-Consul of Shanghai, in charge of the Land Office, who died at the General Hospital on the 11th inst. after a short illness. The deceased, the *Mercury* says, was removed to hospital some days ago suffering from appendicitis. At first no serious results were anticipated by his medical attendants, but a change set in and an operation was decided upon several days ago. The shock, however, was too great, and as already stated, the deceased succumbed this morning. The deceased was a native of Ireland and was born on the 19th August, 1878. After leaving school he passed his examination in July, 1898, and was appointed student interpreter to the Legation at Peking the same year. He was stationed at the capital during the Boxer siege of 1900 and rendered valuable services in the defence of the Legations and received the China Medal and 4 clasps. In 1902 he was promoted second class assistant and from October, 1904, to February, 1905, he was Acting Vice-Consul at Tientsin, Acting Consul at Changsha 1905 Vice-Consul at Hankow 1906 and in August the same year he was promoted first class assistant and transferred back to Tientsin. Recently he came to Shanghai with the rank of Vice-Consul in charge of the Land Office. During his short stay he made hosts of friends by his obliging and engaging manners.

GERMAN EDUCATIONAL PROGRESS.

In the course of a long and interesting address before the Sydney University Advancement Society Mr. G. H. Reid spoke of the progress of education in Germany of late. He said we talked with some apprehension of the Dreadnoughts of Germany. They were formidable enough, but there was in Germany a far more terrible power arrayed against Great Britain. It was the fact that the genius of that great race had been inspired and developed in the highest forms of scientific and practical instruction. Unless Great Britain copied more thoroughly and fully the magnificent example of national education which Germany had shown during the past 30 years she would have something more awkward than Dreadnoughts to meet—Dreadnoughts which no battleships could crush.

THE S.S. "FATSHAN" AFFAIR.

RENEWED ACTIVITY BY THE SELF-GOVERNMENT SOCIETY.

Our Canton Correspondent writes: Several thousand people attended the meeting convened by the Self-Government Association which took place at the Wah Lum Temple on the afternoon of the 16th. Chan Wai Po was invited to take the chair. The Chairman, Messrs. Woo Sun Ching, Chan Chu Chow and Tam Shew Po made speeches commenting on the grave importance of the *Fatshan* case and its serious consequences if redress was not obtained, because in future the lives of Chinese would be treated like ants and would not be worth a straw. The speeches also condemned the attitude of the Portuguese Consul in connection with the *Fatshan* affair, which the speakers said had incensed their brethren both in China and abroad.

Lo Shew Ngo having read the "Express" circulated by the Society, the Chairman recapitulated the *Fatshan* incident and said the most important matter which they now had to deal with was the Portuguese Consul's dispatch to the Viceroy which contained the following accusations, viz.:—(1) That the Chinese people pretend to love their country. (2) That the Self-Government Society is an illegal society. (3) That the Press representatives should be severely punished for their conduct in connection with the *Fatshan* incident. (4) That the witnesses who gave evidence should be reprimanded. (5) That the Self-Government Society did undoubtedly bribe the witnesses who gave evidence in the *Fatshan* case. The Chairman said that any man endowed with reason would not make such accusations, but as they had been made by the Portuguese Consul he begged the audience to suggest what measures should be taken in the matter.

The audience became greatly excited and large crowds shouted that any uncivilized retaliation would do for persons who are so unreasonable.

The Chairman rose and told them to become themselves, and remarked that he only had the Chinese people been greatly incensed over this matter, but even foreigners were very much enraged. The first and foremost point to deal with was the false accusations made by the Portuguese Consul. Although the latter has been most unreasonable and uncivilized in his attitude towards them they must not retaliate by uncivilized methods. He asked permission of the audience to give his opinion as to what steps should be taken in the matter, and assent having been signified he made the following proposals:—First, to address a letter in the name of the Self-Government Society to the Portuguese Consul calling upon him to prove all the accusations contained in his dispatch to the Viceroy; and if he should reply admitting to have made an error or a slip of the pen, that all might know the facts and they would then overlook the matter. Secondly, to petition to H.E. the Viceroy praying that dispatches may be forwarded to both the British and Portuguese Consuls to have a fresh joint investigation into the *Fatshan* case.

The audience approved the above proposals, but it was added that if no reply is received from the Portuguese Consul within three days another meeting will be convened to decide what further steps should be taken.

The following is a translation of a Proclamation issued by His Excellency Viceroy Chang of the 15th instant, when information reached him that the Self-Government Society intended to hold a meeting on the 16th instant:—

"This Proclamation is issued to inform the public that the establishment of commercial intercourse between the Chinese and the foreigners is for the convenience and mutual benefit of both people. The British firm of Butterfield and Swire has established regular steamship services at the various Treaty Ports in China for the conveyance of goods and passengers for a number of years and have been trading all along peacefully with the Chinese. Last year on account of an action brought against one Noronha (who was employed on board the S.S. *Fatshan*) for kicking a Chinaman to death, public feeling was considerably inflamed, and the people began to have suspicions and avoided travelling by that steamer. With regard to the above matter, sterner exhortations were issued to the people to desist from creating trouble, and they were also requested to ship goods and travel by the steamer in the ordinary way, after which things went on peacefully. Fearing that there might be some people who are desirous of creating trouble on the pretext of the *Fatshan* incident, I have purposely issued this proclamation for the information of the public. You are all aware that the firm of Butterfield and Swire has hitherto been carrying on business in China upon very friendly terms, with a spirit of justice and firmness, and the Chinese people have been very grateful to them for what they have done. A University is about to be established in Hongkong for the convenience of educating the Chinese people, to which the firm of Butterfield and Swire alone gave a donation of over \$400,000. Moreover, I have heard that the firm has given instructions to their employees to pay special attention to the comfort of the passengers and have engaged more people on board their steamers to attend to the passengers. With regard to Noronha's case, the man is a Portuguese subject and his case should be tried at the Portuguese Court. The British Government have no power to try the case. I command you all not to drag the firm of Butterfield and Swire into Noronha's case and by this proclamation I command you to continue to travel and ship goods by that steamer. I command the people to take notice of and abstain from disobeying this proclamation."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box, 55. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THIRD MEETING.

MEMBERS are reminded that Entries for the HURDLE RACE close TO-DAY (SATURDAY), the 19th inst., at 7 p.m., to the undersigned, at the Hongkong Club.

Entries for the other events close on WEDNESDAY next, 23rd inst.

C. GORDON MACKIE,
Hon. Secretary.

Hongkong, 18th June, 1909. [865]

GILES'S CHINESE AND ENGLISH DICTIONARY

Enlarged to 1,800 Pages.
THOROUGHLY REVISED.

Fascicle 1. (296 pages) will be ready for delivery in July.

Price to Subscribers £5.50, payable on delivery of Fascicle 1.

Prospectus and Specimen pages upon application.

KELLY & WALSH, Ld.

[863]

PUBLIC AUCTION.

THE Undersigned has received instructions from A. L. STEIN, Esq., to Sell by Public Auction,

On MONDAY, the 28th June, 1909, at 2 p.m., within his Residence, No. 1, The Albany, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE,

Comprising—
SILK TAPESTRY DRAWING ROOM SUITE, DOUBLE BRASS-MOUNTED BEDSTEADS with MATTRESSES, MARBLE-TOP BUREAUS, SINGLE and DOUBLE WARDROBES with BEVELLED GLASS, TEAKWOOD HATSTAND with BEVELLED GLASS, DINING ROOM SUITE by Messrs. Wm. Powell & Co., Ltd., BLACKWOOD DESKS, VELVET-PILE CARPETS and BUGS, OIL PAINTINGS and ENGRAVING, Old CHINESE VASES and WALL PLATES, JARDINIERES STANDS, &c., &c., BATH ROOM, PANTRY and KITCHEN REQUISITES, and a quantity of HOUSEHOLD LINEN.

Also
One Upright Iron GRAND PIANO by Robinson Piano Co., One GRAMOPHONE with Records,
AND
A Unique Assortment of OLD WEAPONS. Catalogues will be issued.

Electric Fans will be used during Sale.
On View from SATURDAY, 26th June.
Terms:—As Usual.

HUGHES & HOUGH,
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Hongkong, 19th June, 1909. [864]

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"HONEYBUCKLE" BACON - 60 "

"HONEYBUCKLE" BUTTER - \$1.

[563]

NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—

DENNIS & BOWLEY,
Solicitors.

Supreme Court House,
Hongkong, 15th June, 1909. [854]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

Action No. 27 of 1909.

RE TSANG KING of No. 1, Praya Kennedy Town, Victoria, Hongkong, Contractor.

NOTICE IS HEREBY GIVEN that an application has been made to the Court by the above-named Debtor TSANG KING to rescind the Receiving Order dated the 12th day of November, 1908, made against him in the above matter on the ground that he said TSANG KING has entered into an arrangement with his creditors and the Court has ordered that notice of such application shall be advertised and that any creditor who is not at this date a party to such arrangement and who has any objection to the said Receiving Order being rescinded shall furnish particulars of his objection to the Official Receiver within 15 days from this date after which date if no objections are received the said Receiving Order will be rescinded without further notice.

Dated the 10th day of June, 1909.

G. H. WAKEMAN,
Official Receiver.

[845]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 rooms, and Servant Quarters. Unfurnished.

Apply—
Care of The Yokohama Specie Bank, Ltd.
Hongkong, 28th May, 1909. [795]

NOTICES OF FIRMS

KING EDWARD HOTEL, DORABJEE AND COMPANY.

NOTICE IS HEREBY GIVEN that the Partnership which has for some time past been carried on by DHUNJEEBHAI DORABJEE NOWROJEE and ISMAIL PILLAY MADAR as HOTEL PROPRIETORS in and upon portions of Royal Buildings and Princes Buildings, Victoria, Hongkong, under the Sign of THE KING EDWARD HOTEL and under the partnership name of DORABJEE AND COMPANY was this day dissolved by mutual consent.

The said DHUNJEEBHAI DORABJEE NOWROJEE will continue to carry on the said business as heretofore under the above Sign and name and will be responsible for all the debts and liabilities of the partnership and he is authorised to collect all outstanding accounts due to the partnership.

AS WITNESS our hands this Twelfth day of June, One thousand nine hundred and nine.

D. D. NOWROJEE,
I. P. MADAR.

Witness to the Signatures of DHUNJEEBHAI DORABJEE NOWROJEE and ISMAIL PILLAY MADAR.

H. J. GEDGE,
Solicitor.

Victoria, Hongkong.

[850]

THE HONGKONG BAKERY, DORABJEE AND SON.

NOTICE IS HEREBY GIVEN that the Partnership which has for some time past been carried on by DHUNJEEBHAI DORABJEE NOWROJEE and ISMAIL PILLAY MADAR as BAKERS in and upon the premises known as THE HONGKONG BAKERY under the style of DORABJEE AND SON was this day dissolved by mutual consent.

The said DHUNJEEBHAI DORABJEE NOWROJEE will continue to carry on the said business as heretofore under the above Sign and name and will be responsible for all the debts and liabilities of the partnership and he is authorised to collect all outstanding accounts due to the partnership.

AS WITNESS our hands this Twelfth day of June, One thousand nine hundred and nine.

D. D. NOWROJEE,
I. P. MADAR.

Witness to the Signatures of DHUNJEEBHAI DORABJEE NOWROJEE and ISMAIL PILLAY MADAR.

H. J. GEDGE,
Solicitor.

Victoria, Hongkong.

[849]

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England. [736]

DR. M. H. CHAUN.

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Hongkong, 17th April, 1907. [415]

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Hongkong, 21st September, 1905. [504]

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Hongkong, 1st April, 1908. [48]

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Hongkong, 5th March, 1907. [47]

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Inspection Invited.

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Hongkong, 25th October, 1905. [623]

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Hongkong, 23rd April, 1909. [649]

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Hongkong, 7th June, 1909. [41]

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Hongkong, 24th April, 1909. [37]

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Hongkong, 21st July, 1908. [1019]

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Hongkong, 8th June, 1906. [96]

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Hongkong, 17th June, 1909. [857]

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Hongkong, 17th June, 1909. [858]

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Hongkong, 28th May, 1909. [797]

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Hongkong, 1st June, 1909. [547]

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Hongkong, 1st February, 1909. [264]

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A HOUSE in RYTON TERRACE.

OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

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Hongkong, 1st June, 1909. [97]

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Apply to—

ARRATON V. APCAR & Co.,

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Hongkong, 8th May, 1909. [717]

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YEE SANG FAT & Co.,

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Hongkong, 19th March, 1909. [489]

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1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

ARRIVALS.
ALEXIA, German str., 5255, T. Ernst, 18th June—Portland via Japan ports 13th June.
Flour & Coal—Portland & Asiatic S.S. Co.
CANTON, British str., 1173, Andersen, 18th June—Wet-hai-wei 9th June, General Office.
GERMANIA, German str., 1000, H. Flagel, 17th June—Sydney 27th April, Copra-Siemssen & Co.
HAINUN, British str., 636, J. W. Evans, 18th June—Swatow 17th June, General Office.
Douglas, Laprak & Co.
KIANG PING, Chinese str., 1222, H. Udden, 18th June—Changhai 13th June, General Office.
Tung Koo & Co.
MANDARIN MARU, Jap. str., 3246, Shimidzu, 18th June—Mikasa 12th June, Coal-Mitsui Bussan Kaisha.
SIGNA, German str., 950, G. Schlackier, 18th June—Hohow 17th June, Rice & General Office.
Jelsson & Co.
TEAN, British str., 1350, W. Unterbridge, 18th June—Mails 15th June, General Office.
Butterfield & Swire.
THREBURN, British str., 4296, J. Darwin, 17th June—Yokohama via Port 16th June, General and Tea—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

18th June.
Daijin Maru, Japanese str., for Swatow.
Dakota, British str., for Wakamatsu.
Fukuro Maru, Jap. str., for Shanghai.
Japan, British str., for Canton.
Kiang Ping, Chinese str., for Canton.
Kronberg, German str., for Hongkong.
Kwansang, British str., for Singapore.
Mandarin, Norwegian str., for Wakamatsu.
Pavia, Austrian str., for Shanghai.
Tenyo Maru, Japanese str., for Shanghai.
Trinidad, German str., for Hongkong.
Victoria, Swedish str., for Hongkong.
Zafra, British str., for Manila.

DEPARTURES.

18th June.
CHOYANG, British str., for Canton.
HAIYANG, British str., for Swatow.
HANCHOV, British str., for Canton.
HANG, French str., for Guang Chow Wan.
LUNZOW, German str., for Europe, &c.
MERFOO, Chinese str., for Shanghai.
PRINZ WALDEMAR, Ger. str., for Australia.
THREBURN, British str., for Singapore.
YOSHIO MARU, Jap. str., for Singapore.
YUNSHANG, British str., for Manila.

SHIPPING REPORTS.

The Chinese str. Kiang Ping reports: Variable light winds with the weather throughout the voyage.
The British str. Canton reports: Strong S.W. monsoon and squally, with rough sea and swell throughout.

VESSELS IN DOCK.

June 18th.

ABERDEEN DOCK.—Tui On, Honan, Landrat Schiff, Tak.
KOWLOON DOCK.—Tui On, Honan, Landrat Schiff, Tak.
COSMOPOLITAN DOCK.—
TAIKOO DOCK.—Maple Leaf, Anhui, Kwai-yang.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

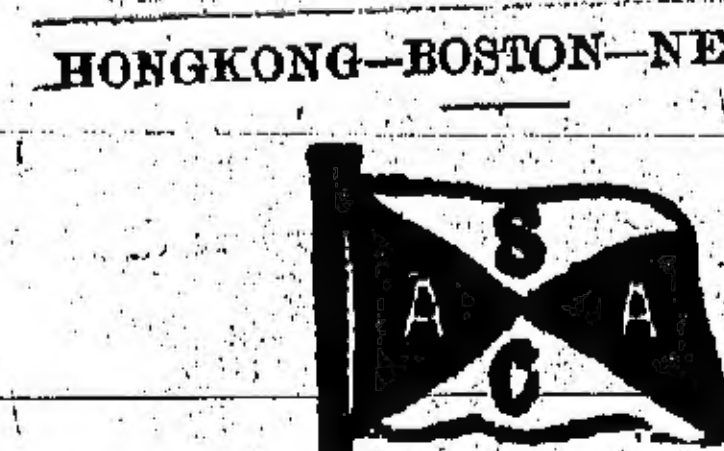
"PERSIA,"
Captain Bartolo, will leave for the above places TO-DAY, the 19th inst., at Noon.
This steamer has special accommodation for passengers, electric light, carries a doctor and stewards.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Princes Building,
Hongkong, 12th June, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"
Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 4th June, 1909. [820]



AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "ST. PATRICK" About 13th July.

For Freight and further information apply to—

SHEWAN TOMES & Co.,
General Agents,
Hongkong, 3rd June, 1909. [855]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	About Saturday 26th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST"	About Thursday, 1st July.
KUDAT & SANDAKAN	"BORENO"	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 17th June, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4557	F. W. Davis	On 1st July.
KUMERIC	6232	J. Mathe	On 24th July.
ATOMIC	4363	J. Boyd	On 25th August.
SUVERIC	6232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 16th June, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	About 21st June.
MARSEILLES VIA PORTS	"SYDNEY"	On 22nd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 5th July, P.M.
MARSEILLES VIA PORTS	"TOURANE"	On 6th July, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to

P. DE CHAMPMOIN, AGENT,

Hongkong, 18th June, 1909. Queen's Building. 2

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	3rd July.	From Quebec.	Fri., 30th July.
"EMPRESS OF CHINA" SAT.	14th July.	"ALLAN LINE" FRIDAY	20th Aug.
"MONTEAGLE" WED.	24th July.	"EMPRESS OF BRITAIN" FRI.	10th Sept.
"EMPRESS OF INDIA" SAT.	14th Aug.	"ALLAN LINE" FRIDAY	1st Oct.
"EMPRESS OF JAPAN" SAT.	4th Sept.		

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers £43, and 1st Class Railway £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates.

Accommodating superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On 22nd June.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 23rd May, 1909. [699]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 26th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA" due in London on the 8th August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 13th June, 1909. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

PIUMI AND TRIESTE (Direct), PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"E. FRANZ FERDINAND"

Captain E. Wiche, will be despatched as above on SATURDAY, 26th inst., P.M.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewards.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents,

Princes Building, Hongkong 18th June, 1909. [3]



MITSU BISHI DOCKYARD AND ENGINE WORKS.

NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code User NEW DOCK NOW OPEN.

DOCK No. 3.

Extremes Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 961 "

Width of Entrance on Bottom ... 864 "

Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extremes Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide 61 "

DOCK No. 2.

Extremes Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING and REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [805]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

RATES FOR FOREIGNERS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: 31 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 24th June	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 26th June	See Special Advertisement.
LONDON and ANTWERP	NAMUR	About 30th June	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO PORT	Capt. H. W. Kenrick, R.N.R.		
SAID and MARSEILLES			
SHANGHAI, MOJI, KOBÉ, SARDINIA	Capt. C. C. Talbot, R.N.R.	About 2nd July	Freight and Passage.
and YOKOHAMA			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th June, 1909.

CHINA NAVIGATION CO., LD.

STEAMERS	TO SAIL
AMOI, CHEFOO and NEWCHANG	On 19th June, 4 P.M.
SHANGHAI	On 20th June, 4 P.M.
HONGKONG	On 20th June, 8 A.M.
SHANGHAI and CHINKIANG	On 21st June, 4 P.M.
MANILA	On 21st June, 3 P.M.
SHANGHAI	On 22nd June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	On 23rd June, 4 P.M.
SHANGHAI	On 24th June, 3 P.M.
MANILA	On 24th June, 4 P.M.
SAMARANG and SOERABAYA	On 25th June, 4 P.M.
SHANGHAI	On 26th June, 4 P.M.
MANILA	On 27th June, 4 P.M.
YAMBOAN and TIENTSIN	On 28th June, 4 P.M.
COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	On 1st July, 4 P.M.

"TAIYUAN" On 19th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUI" leave superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung. FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—
HONGKONG, 19th June, 1909. **BUTTERFIELD & SWIRE, AGENTS.** 11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIKUN"	SWATOW	SUNDAY, 20th June, at Noon
"HAICHING"	SWATOW, AMOI & FOOCHOW	TUESDAY, 22nd June, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS. 10

Hongkong, 18th June, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 19th June, Noon
SHANGHAI	"WAISHING"	Sunday, 20th June, 4 P.M.
SHANGHAI	"CHOYSHANG"	Tuesday, 22nd June, Noon
SHANGHAI	"TUNGSHING"	Wednesday, 23rd June, Noon
TIENTSIN via WEIHAIWEI & CHEFOO	"CHEONGSHING"	Thursday, 24th June, 4 P.M.
MOJI & KOBÉ	"FAUSANG"	Thursday, 24th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 25th June, 4 P.M.
MANILA	"YUENSANG"	Friday, 25th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	"NAMSANG"	Saturday, 26th June, Noon
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 29th June, 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 51.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.** 16

Hongkong, 19th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW, AMOI & AMOI	"DAIJIN MARU"	SATURDAY, 19th June, at Noon
TAMUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 20th June, at Noon
SHANGHAI VIA SWATOW	Capt. H. MURAYAMA	SUNDAY, 20th June, at 10 A.M.
SHANGHAI VIA SWATOW	Capt. T. SUZUKA	WEDNESDAY, 23rd June, at 10 A.M.
TAKAO VIA SWATOW, AMOI & ANPING	Capt. K. SUGI	WEDNESDAY, 23rd June, at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 19th June, 1909. **T. ARIMA, Manager.** 113

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports. Lad all North and South America Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: HOMEWARD.

OUTWARD.	FOR HAVRE & HAMBURG: HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ:	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 21st June
S.S. SEGOVIA ... 22nd June	FOR MARSEILLES, HAVRE & HAMBURG: S.S. SILVIA ... 22nd June
S.S. SLAVONIA ... 2nd July	FOR ANTWERP, ROTTERDAM & HAMBURG: S.S. SITHONIA ... 1st July
S.S. C. FERD. LAEISZ ... 10th July	FOR HAVRE & HAMBURG: S.S. ISTRIA ... 9th July
S.S. ANDALUSIA ... 18th July	FOR MARSEILLES, BREMEN & HAMBURG: S.S. SCANDIA ... 12th July
S.S. SAXONIA ... 28th July	FOR HAVRE & HAMBURG: S.S. BRASILIA ... 22nd July
S.S. DOBTMUND ... 10th Aug.	
S.S. SPEZIA ... 18th Aug.	
S.S. JLLYRIA ... 28th Aug.	
S.S. AMERICA ... 31st Aug.	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 10th June, 1909.

Hongkong Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"SIAM"	Middle of June.
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"NIPPON"	23rd June.
SHANGHAI, YOKOHAMA and KOBÉ	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

MELOERS & CO., AGENTS. 6

Hongkong, 11th June, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID.	SADO MARU	6500	WEDNESDAY, 23rd June, at Daylight
COLOMBO, PORT SAID, and VICTORIA, B.C. and SEATTLE, via KEELUNG, YOKKAICHI, SHIMIDZU and YOKOHAMA.	BINGO MARU	6500	WEDNESDAY, 7th July, at Daylight
SYDNEY and MELBOURNE, via KEELUNG, YOKKAICHI, SHIMIDZU and YOKOHAMA.	SHINANO MARU	6580	TUESDAY, 22nd June, at 4 P.M.
ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	8000	TUESDAY, 6th July, at 4 P.M.
KOBÉ and YOKOHAMA	KUMANO MARU	9000	FRIDAY, 9th July, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO and YOKOHAMA	YAWATA MARU	5000	FRIDAY, 9th July, at Noon
NAGASAKI, KOBÉ and YOKOHAMA	AWA MARU	6500	FRIDAY, 25th June, at 5 P.M.
NAGASAKI, MOJI, KOBÉ and YOKOHAMA	TAKABAKI MARU	5000	TUESDAY, 29th June, at 5 P.M.
SHANGHAI and KOBÉ	YAWATA MARU	5000	WEDNESDAY, 7th July, at Noon
	ATEUCHI MARU	9000	FRIDAY, 30th July, at 5 P.M.
	TOTOMI MARU	4000	SUNDAY, 4th July, at 5 P.M.

* Omitting Shanghai.

† Fitted with New System of Wireless Telegraphy.

† Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOERS)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd CLASS	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO, MANAGER. 15-53

Hongkong, 8th June, 1909.

HONGKONG-MANILA.

Highest Class, lowest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

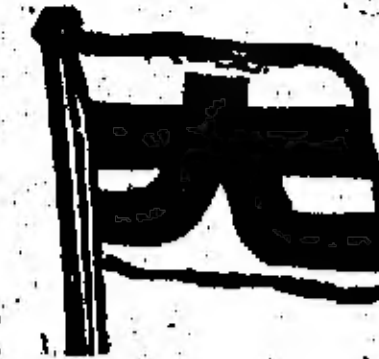
STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co., GENERAL MANAGERS. 14

Hongkong, 14th June, 1909.

OSAKA SHOSEN KAISHA.



INAUGURATION OF NEW TRANS-PACIFIC LINE.

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call): Regular—SHANGHAI, MOJI, KOBÉ and YOKOHAMA. Occasional—MANILA, KEELUNG, YOKKAICHI, SHIMIDZU, SEATTLE and VICTORIA, B.C.

Newly Built Steamers	Tons (gross reg.)	Captain	Sailing Date.
"TACOMA MARU"	6,178		On Saturday, 3rd July
"SEATTLE MARU"	(already launched)		4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Trunks and Parcels. Special attention given towards Express connection. Superior accommodation for stowage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings. **T. ARIMA, Manager.** 310

Hongkong, 1st June, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to **K. MATSUDA, Manager.** TOYO KISEN KAISHA, York Building. 462

Hongkong, 5th May, 1909.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS OF THE WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged. Head Office for the Far East—16, DES VUEX ROAD, HONGKONG. Japan Office: 14, WATER STREET, YOKOHAMA. 7593

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AGENCIES—YOKOHAMA, M. ARADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co. For Particulars apply to **K. OISHI, Manager.** No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. 665

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.). THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwellin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE. Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold. PRICE ... \$3.50

To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BROWN & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

ON SALE. BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS.

1908. With Index. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 21st January, 1909.

Gutler, Palmer & Co.'s



SPECIAL BLEND WHISKY. SHIPPERS Gutler, Palmer & Co., London. AGENTS SIEMSEN & CO., HONGKONG.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Dally and Siberia.

24th June ... at 1.0 p.m.
25th ... at 3.30 p.m.
30th ... at 3.30 p.m.
3rd July ... at 3.30 p.m.

The *Armand Behic*, with the French Mail of the 21st ultimo left Saigon on Friday, the 19th inst. at noon and may be expected here on or about Monday, the 21st inst. at daylight. This packet brings replies to letters despatched from Hongkong on the 17th April.

FOR	PER	DATE
Moji and San Francisco	Dakota	Saturday, 19th, 8.00 A.M.
Swatow, Amoy and Tamsui	Da Jin Maru	Saturday, 19th, 10.00 A.M.
Shanghai, Yokohama and Kobe	Persia	Saturday, 19th, 10.00 A.M.
Singapore, Penang and Calcutta	Kumintang	Saturday, 19th, 10.00 A.M.
Manila	Zafra	Saturday, 19th, 10.00 A.M.

KRELUK, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) SIBERIAN MAIL TO EUROPE

Macao	Sui Tai	Saturday, 19th, 1.15 P.M.
Amoy, Chefoo and Newchwang	Nanchang	Saturday, 19th, 3.00 P.M.
Bangkok	Longhai Schell	Saturday, 19th, 5.00 P.M.
Hongkong	Halong	Saturday, 19th, 5.00 P.M.
Halong, Tientsin and Quinhon	Waiwang	Saturday, 19th, 5.00 P.M.
Shanghai	Waiwang	Saturday, 19th, 5.00 P.M.
SHANGHAI MAIL TO EUROPE		
Swatow, Amoy, Fuchow and Shanghai	Chuan Maru	Sunday, 20th, 9.00 A.M.
Swatow, Amoy and Tamsui	Doi Ma u	Sunday, 20th, 9.00 A.M.
Swatow	Haiman	Sunday, 20th, 9.00 A.M.
Macao	Fai Tai	Monday, 21st, 1.15 P.M.
Singapore	Dardanus	Monday, 21st, 3.00 P.M.
Shanghai and Chinkiang	Kiwayang	Monday, 21st, 3.00 P.M.
Shanghai	Choyang	Tuesday, 22nd, 10.00 A.M.

EUROPE, Asia, India via Taitoan. (Late Letters 1.00 A.M. to Noon Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Swatow, Amoy and Fuchow	Swatow	Tuesday, 22nd, 1.00 P.M.
Manila	Manila	Tuesday, 22nd, 1.00 P.M.
Keelung, Moko, Yokohama, Shanghai, Yokohama, Yokohama and Seattle	Keelung	Tuesday, 22nd, 1.00 P.M.
Singapore, Penang and Colombo	Singapore	Tuesday, 22nd, 1.00 P.M.
Timor, Port Darwin, Thursday, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Dunedin and Fremantle	Timor	Tuesday, 22nd, 1.00 P.M.

Shanghai	Tungking	Wednesday, 23rd, 1.15 P.M.
Macao	Sui Tai	Thursday, 24th, 1.15 P.M.
Weihsaiwei, Chefoo and Tientsin	Weihsaiwei	Thursday, 24th, 1.15 P.M.
Shanghai	Weihsaiwei	Thursday, 24th, 1.15 P.M.
Manila	Sui Tai	Friday, 25th, 1.15 P.M.
Batavia, Cebu, Samarang, San Francisco and Yokohama	Batavia	Friday, 25th, 1.15 P.M.
Weihsaiwei, Chefoo and Tientsin	Weihsaiwei	Friday, 25th, 1.15 P.M.
Manila	Weihsaiwei	Friday, 25th, 1.15 P.M.

EUROPE, Asia, India via Taitoan. (Late Letters 1.00 A.M. to Noon Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed Friday, 25th inst. at 5 p.m.

KRELUK, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) SIBERIAN MAIL TO EUROPE

Manila	Tungking	Thursday, 24th, 1.15 P.M.
Shanghai	Weihsaiwei	Friday, 25th, 1.15 P.M.
Manila	Sui Tai	Saturday, 26th, 1.15 P.M.
Shanghai, Yokohama, Kobe and Moji	Shanghai	Saturday, 26th, 1.15 P.M.
Singapore, Penang and Calcutta	Singapore	Saturday, 26th, 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Dunedin and Fremantle	Manila	Saturday, 26th, 1.15 P.M.

NOTE: MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewelry, and where registration has been neglected WILL MAKE NO REQUISITE into alleged loss of such. (Postal Guide 121.)
Mail for "CANTON," "YOKOHAMA" and "SAMSUNG" will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.
A Mail for Macao is despatched per a.s. Sun on week-days at 7.15 a.m. on Sundays the mail for Macao is closed at 8 a.m.
Mails for NANTAI and SAMSUNG are closed every week-day at 6 p.m. O.
Sundays the mails are closed at 9 a.m.
A mail for Long Island (Cheung Chou) will be despatched per steam launch Hoi Yuen daily at 3.30 p.m.
No mails are despatched to these places on Saturday evenings, unless previously notified.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS. June 18th.

ON LONDON.—	Telegraphic Transfer	199 1/2
	Bank Bills, on demand	199 1/2
	Bank Bills, at 30 days' sight	199 1/2
	Bank Bills, at 4 months' sight	199 1/2
	Credits, at 4 months' sight	199 1/2
	Documentary Bills 4 months' sight	199 1/2
ON PARIS.—	Bank Bills, on demand	224 1/2
	Credits, at 4 months' sight	224 1/2
ON GERMANY.—	On demand	182
ON NEW YORK.—	Bank Bills, on demand	44 1/2
	Credits, at 60 days' sight	44 1/2
ON BOMBAY.—	Telegraphic Transfer	133 1/2
	Bank, on demand	134
ON CALCUTTA.—	Telegraphic Transfer	133 1/2
	Bank, on demand	134
ON SHANGHAI.—	Bank, at sight	74 1/2
	Private, 30 days' sight	75 1/2
ON YOKOHAMA.—	On demand	86 1/2
ON MANILA.—	On demand—Poco	87 1/2
ON SINGAPORE.—	On demand	76 1/2
ON BATAVIA.—	On demand	106 1/2
ON HAIKONG.—	On demand	8 1/2
ON RANGOON.—	On demand	8 1/2
SOVEREIGNS, Bank's Buying Rate		\$11.15
GOLD LEAF, 100 fine, per tael		\$58.00
SILVER, per oz.		24 1/2

SUBSIDIARY COINS. per cent

Chinese	20 cents pieces	\$8.18 discount
Chinese	10 " "	\$8.80
Hongkong	20 " "	\$7.60
Hongkong	10 " "	\$7.80

OPTIUM. June 17th.

Malaya	100 " "	\$1.100/150 per picul
Malaya	100 " "	\$1.160/200
Malaya	100 " "	\$1.210/250
Malaya	100 " "	\$1.260/300
Malaya	100 " "	\$1.310/350
Malaya	100 " "	\$1.360/400
Malaya	100 " "	\$1.410/450
Malaya	100 " "	\$1.460/500
Malaya	100 " "	\$1.510/550
Malaya	100 " "	\$1.560/600
Malaya	100 " "	\$1.610/650
Malaya	100 " "	\$1.660/700
Malaya	100 " "	\$1.710/750
Malaya	100 " "	\$1.760/800
Malaya	100 " "	\$1.810/850
Malaya	100 " "	\$1.860/900
Malaya	100 " "	\$1.910/950
Malaya	100 " "	\$1.960/1000
Malaya	100 " "	\$2.010/1050
Malaya	100 " "	\$2.060/1100
Malaya	100 " "	\$2.110/1150
Malaya	100 " "	\$2.160/1200
Malaya	100 " "	\$2.210/1250
Malaya	100 " "	\$2.260/1300
Malaya	100 " "	\$2.310/1350
Malaya	100 " "	\$2.360/1400
Malaya	100 " "	\$2.410/1450
Malaya	100 " "	\$2.460/1500
Malaya	100 " "	\$2.510/1550
Malaya	100 " "	\$2.560/1600
Malaya	100 " "	\$2.610/1650
Malaya	100 " "	\$2.660/1700
Malaya	100 " "	\$2.710/1750
Malaya	100 " "	\$2.760/1800
Malaya	100 " "	\$2.810/1850
Malaya	100 " "	\$2.860/1900
Malaya	100 " "	\$2.910/1950
Malaya	100 " "	\$2.960/2000
Malaya	100 " "	\$3.010/2050
Malaya	100 " "	\$3.060/2100
Malaya	100 " "	\$3.110/2150
Malaya	100 " "	\$3.160/2200
Malaya	100 " "	\$3.210/2250
Malaya	100 " "	\$3.260/2300
Malaya	100 " "	\$3.310/2350
Malaya	100 " "	\$3.360/2400
Malaya	100 " "	\$3.410/2450
Malaya	100 " "	\$3.460/2500
Malaya	100 " "	\$3.510/2550
Malaya	100 " "	\$3.560/2600
Malaya	100 " "	\$3.610/2650
Malaya	100 " "	\$3.660/2700
Malaya	100 " "	\$3.710/2750
Malaya	100 " "	\$3.760/2800
Malaya	100 " "	\$3.810/2850
Malaya	100 " "	\$3.860/2900
Malaya	100 " "	\$3.910/2950
Malaya	100 " "	\$3.960/3000
Malaya	100 " "	\$4.010/3050
Malaya	100 " "	\$4.060/3100
Malaya	100 " "	\$4.110/3150
Malaya	100 " "	\$4.160/3200
Malaya	100 " "	\$4.210/3250
Malaya	100 " "	\$4.260/3300
Malaya	100 " "	\$4.310/3350
Malaya	100 " "	\$4.360/3400
Malaya	100 " "	\$4.410/3450
Malaya	100 " "	\$4.460/3500
Malaya	100 " "	\$4.510/3550
Malaya	100 " "	\$4.560/3600
Malaya	100 " "	\$4.610/3650
Malaya	100 " "	\$4.660/3700
Malaya	100 " "	\$4.710/3750
Malaya	100 " "	\$4.760/3800
Malaya	100 " "	\$4.810/3850
Malaya	100 " "	\$4.860/3900
Malaya	100 " "	\$4.910/3950
Malaya	100 " "	\$4.960/4000
Malaya	100 " "	\$5.010/4050
Malaya	100 " "	\$5.060/4100
Malaya	100 " "	\$5.110/4150
Malaya	100 " "	\$5.160/4200
Malaya	100 " "	\$5.210/4250
Malaya	100 " "	\$5.260/4300
Malaya	100 " "	\$5.310/4350
Malaya	100 " "	\$5.360/4400
Malaya	100 " "	\$5.410/4450
Malaya	100 " "	\$5.460/4500
Malaya	100 " "	\$5.510/4550
Malaya	100 " "	\$5.560/4600
Malaya	100 " "	\$5.610/4650
Malaya	100 " "	\$5.660/4700
Malaya	100 " "	\$5.710/4750
Malaya	100 " "	\$5.760/4800
Malaya	100 " "	\$5.810/4850
Malaya	100 " "	\$5.860/4900
Malaya	100 " "	\$5.910/4950
Malaya	100 " "	\$5.960/5000
Malaya	100 " "	\$6.010/5050
Malaya	100 " "	\$6.060/5100
Malaya	100 " "	\$6.110/5150
Malaya	100 " "	\$6.160/5200
Malaya	100 " "	\$6.210/5250
Malaya	100 " "	\$6.260/5300
Malaya	100 " "	\$6.310/5350
Malaya	100 " "	\$6.360/5400
Malaya	100 " "	\$6.410/5450
Malaya	100 " "	\$6.460/5500
Malaya	100 " "	\$6.510/5550
Malaya	100 " "	\$6.560/5600
Malaya	100 " "	\$6.610/5650
Malaya	100 " "	\$6.660/5700
Malaya	100 " "	\$6.710/5750
Malaya	100 " "	\$6.760/5800
Malaya	100 " "	\$6.810/5850
Malaya	100 " "	\$6.860/5900
Malaya	100 " "	\$6.910/5950
Malaya	100 " "	\$6.960/6000
Malaya	100 " "	\$7.010/6050
Malaya	100 " "	\$7.060/6100
Malaya	100 " "	\$7.110/6150
Malaya	100 " "	\$7.160/6200
Malaya	100 " "	\$7.210/6250
Malaya	100 " "	\$7.260/6300
Malaya	100 " "	\$7.310/6350
Malaya	100 " "	\$7.360/6400
Malaya	100 " "	\$7.410/6450
Malaya	100 " "	\$7.460/6500
Malaya	100 " "	\$7.510/6550
Malaya	100 " "	\$7.560/6600
Malaya	100 " "	\$7.610/6650
Malaya	100 " "	\$7.660/6700
Malaya	100 " "	\$7.710/6750
Malaya	100 " "	\$7.760/6800
Malaya	100 " "	\$7.810/6850
Malaya	100 " "	\$7.860/6900
Malaya	100 " "	\$7.910/6950
Malaya	100 " "	\$7.960/7000
Malaya	100 " "	\$8.010/7050
Malaya	100 " "	\$8.060/7100
Malaya	100 " "	\$8.110/7150
Malaya	100 " "	\$8.160/7200
Malaya	100 " "	\$8.210/7250
Malaya	100 " "	\$8.260/7300
Malaya	100 " "	\$8.310/7350
Malaya	100 " "	\$8.360/7400
Malaya	100 " "	\$8.410/7450
Malaya	100 " "	\$8.460/7500
Malaya	100 " "	\$8.510/7550
Malaya	100 " "	\$8.560/7600
Malaya	100 " "	\$8.610/7650
Malaya	100 " "	\$8.660/7700
Malaya	100 " "	\$8.710/7750
Malaya	100 " "	\$8.760/7800
Malaya	100 " "	\$8.810/7850
Malaya	100 " "	\$8.860/7900
Malaya	100 " "	\$8.910/7950
Malaya	100 " "	\$8.960/8000
Malaya	100 " "	\$9.010/8050
Malaya	100 " "	\$9.060/8100
Malaya	100 " "	\$9.110/8150
Malaya	100 " "	\$9.160/8200
Malaya	100 " "	\$9.210/8250
Malaya	100 " "	\$9.260/8300
Malaya	100 " "	\$9.310/8350
Malaya	100 " "	\$9.360/8400
Malaya	100 " "	\$9.410/8450
Malaya	100 " "	\$9.460/8500
Malaya	100 " "	\$9.510/8550
Malaya	100 " "	\$9.560/8600
Malaya	100 " "	\$9.610/8650
Malaya	100 " "	\$9.660/8700
Malaya	100 " "	\$9.710/8750
Malaya	100 " "	\$9.760/8800
Malaya	100 " "	\$9.810/8850
Malaya	100 " "	\$9.860/8900
Malaya	100 " "	\$9.910/8950
Malaya	100 " "	\$9.960/9000
Malaya	100 " "	\$10.010/9050
Malaya	100 " "	\$10.060/9100
Malaya	100 " "	\$10.110/9150
Malaya	100 " "	\$10.160/9200
Malaya	100 " "	\$10.210/9250
Malaya	100 " "	\$10.260/9300
Malaya	100 " "	\$10.310/9350
Malaya	100 " "	\$10.360/9400
Malaya	100 " "	\$10.410/9450
Malaya	100 " "	\$10.460/9500
Malaya	100 " "	\$10.510/9550
Malaya	100 " "	\$10.560/9600
Malaya	100 " "	\$10.610/9650
Malaya	100 " "	\$10.660/9700
Malaya	100 " "	\$10.710/9750
Malaya	100 " "	\$10.760/9800
Malaya	100 " "	\$10.810/9850
Malaya	100 " "	\$10.860/9900
Malaya	100 " "	\$10.910/9950
Malaya	100 " "	\$10.960/10000

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. *Armand Behic* with the French Mail of the 23rd ult., and mails from London of the 22nd ultimo, left Saigon on Friday the 18th inst. at noon, and may be expected to arrive here on Monday morning the 21st inst., and will leave for Shanghai and Japan on the same afternoon.

THE AMERICAN MAIL.
The P.M. str. *Korea* arrived at Manila on the 15th inst. between 6 and 8 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Sigismund* left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

THE INDIAN MAIL.
The A.P. str. *Arundel* arrived from Yokohama, Kobe and Moji left at 1.15 p.m. inst. and may be expected here on or about 21st inst.

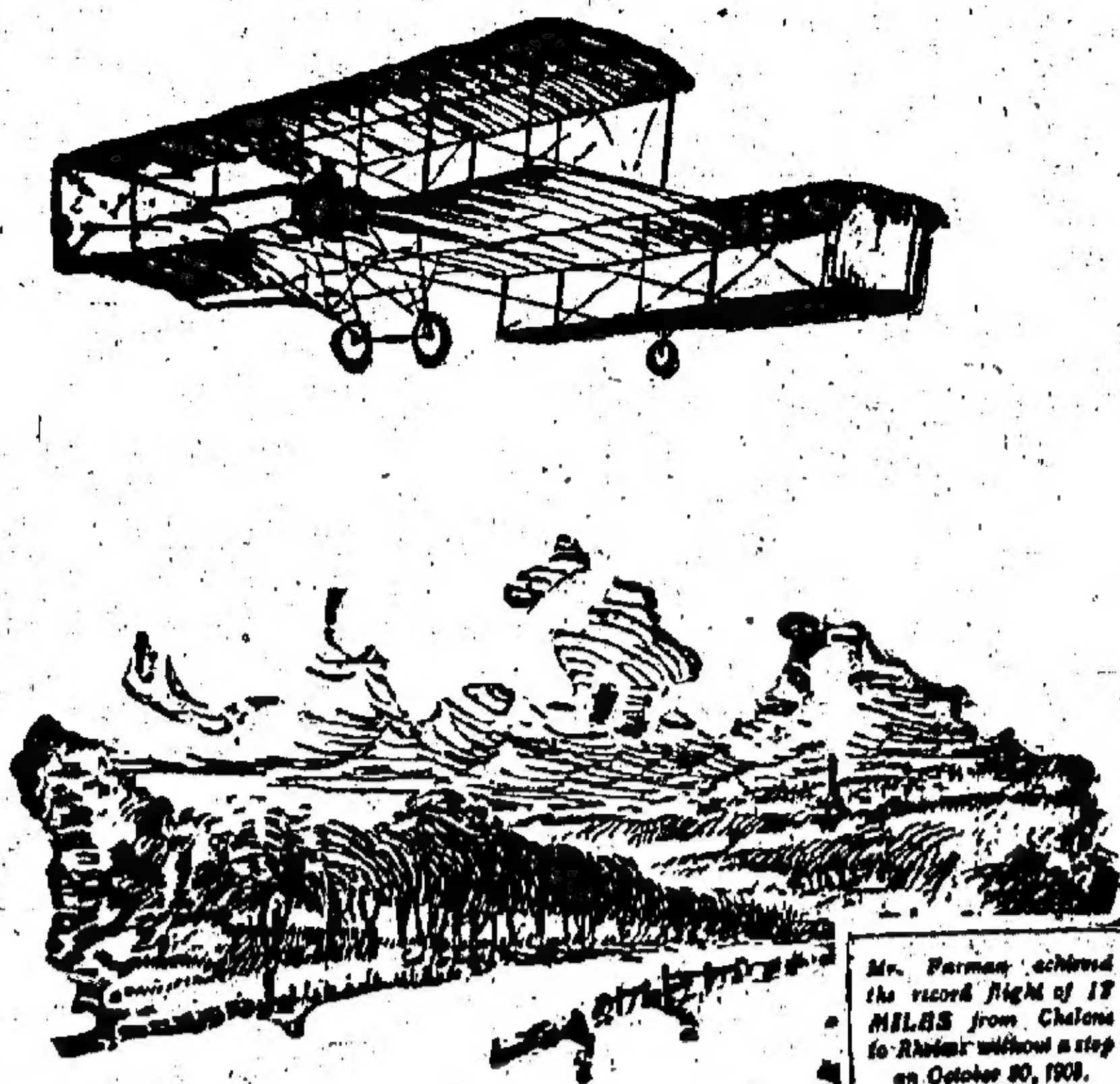
THE A.P. str. *Lightning* from Calcutta left Singapore on the 16th inst. afternoon, and may be expected here on or about the 21st inst.

The Indo-China str. *Nanseng* left Calcutta for this port via the Straits on 13th inst., and may be expected here on or about 29th inst.

THE CANADIAN MAIL.
The C.P.M. str. *Empress of China* arrived Kobe at 4 p.m. on the 17th inst., for Shanghai where she is due to arrive at midnight on the 20th inst.

THE C.P.B. str. *Montpelier* left Vancouver a.m.

The Flying Man



Nerve Strain and Exhaustion—

Mr. Henry Farman's marvellous conquest of the air is another of those brilliant triumphs of nerve force and endurance which are made possible by the vitalising potency of Phosferine.

The master minds, the leaders of men, have ever been the foremost to esteem the energising efficacy of Phosferine, but the very importance and difficulty of Mr. Farman's historic achievement is the strongest possible proof of the supreme restorative qualities possessed by the greatest of all tonics. Mr. Farman expresses the warmest appreciation for the permanent staying power and resistance which Phosferine imparted to his nerve system, enabling him to withstand the severe strain of the unexpected risks and hazards of aerial flight.

Mr. Farman puts it on record that the very superabundance of energy imparted by Phosferine makes for exceptional mental and physical alertness, and in his own case, prevents the ill health and effects of exposure, which would so greatly increase the risks of his experiments.

Stopped and entirely prevented.

Mr. Henry Farman, the marvellous "Flying Man," 22, Rue Avenue de la Grande Armée, Paris, writes:—"I am pleased to endorse the merits of Phosferine as a nerve tonic of the highest quality. As an aviator my nerve system is continually subjected to the severe strain of unexpected risks and hazards, but I have found Phosferine to be a splendid bulwark against all kinds of exhaustion. Your preparation imparts and stimulates a mental alertness and physical energy which has contributed immensely to the success of my aerial flights. Even the most careful calculations are apt to be upset by the effects of exposure, but in my case Phosferine has completely fortified me against all such evils. At the present time I am in excellent health and spirits, both sleeping and eating well, and this desirable condition is certainly due to Phosferine."—February 17, 1909.

PHOSFERINE

The Greatest of all Tonics.

Proven Remedy For:
Nervous Debility, Indigestion, Sleeplessness, Neuritis, Neurasthenia, Premature Decay, Mental Exhaustion, Loss of Energy, Headache, Hysteria, and all disorders consequent upon a reduced state of the nervous system.

The Remedy of Kings

Phosferine has been supplied by Royal Commands to the Royal Family, H.M. the Emperor of Russia, H.M. the King of Greece, and the Principal Royalty and Aristocracy throughout the World. Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England. Price in Great Britain, bottles 1/1s, 2/6 and 4/6. Sold by all Chemists, Stores, &c. The 2/6 size contains nearly four times the 1/1s size.

By Appointment to H.M. the King.

BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884-85, and at all subsequent Exhibitions.

DR LALOR'S PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its world-wide reputation as the best and only safe reliable Phosphoric Cure for BRAIN WEAKNESS, PARALYSIS, SLEEPLESSNESS, DYSPPEPSIA, NERVE, KIDNEY AND LIVER COMPLAINTS, HURDLING DYSMIA, Premature Decay of Vital Power, General Debility, all Blood Disorders, and all Functional and Destructive Conditions of the System, caused by the deficiency of the Vital Force.

The Effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred evils is immediate and permanent, all the miserable feelings and distressing symptoms disappearing with a rapidity that is really marvellous.

Directions for Self-Treatment of the above Diseases with each Bottle.

HEALTH, STRENGTH, & ENERGY. Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSHIRE LONDON, ENGLAND. Agents in Hongkong—A. S. WATSON & CO.

SOME SEA TERMS.

Just as much of the romance of the sea faded with the transition from wood to iron and seems likely to suffer eclipse in an age of steam, so the jargon of the old-fashioned fore-castle has become obsolete with the craft to which it referred. The newly-joined apprentice is still sent aft to the grinning mate to ask for the "key of the keelson." Here and there a salt-bitten veteran, conscious that the times are out of joint, interlards his discourse with phrases which have come direct from Elizabethan navigators. The strains of an old sea chanty enliven on occasion the cheerful creak of the capstan as the ship warps through the dock gates. But Hans and Carl, who have invaded the modern fore-castle in ever-increasing numbers, are not in the line of tradition and would be hard put to it to run out a guess rope or to describe a double Spanish burton. It would be useless to look for the "bridles of the bowline" in the hard driven tramp of to-day, with her stumpy funnel and masts, which are merely derrick standards. For the sea terms of the old-time mariner are disappearing with the lofty spars of the ships he sailed in, and the interlarding rigging for every rope's end of which he had his particular name.

Yet certain of the old words and phrases are not without distinction. The cable is paid out to the "bitter end." A sail is "aloof" when there is just sufficient wind to keep the canvas full. No doubt the apt word was suggested to the ancient navigator by a windless day on the line, when the canvas swung heavily against the mast (every flap of the mainsail half a crown out of the owner's pocket), and each creaking block and tackle made its own separate noise. Then as a light breeze spread over the water the sail belled out, ropes went taut, and a silence fell upon the ship. "A dolphin strikes," which supports the bowsprit stays, and in a deep-laden ship plunges under water as she pitches; is only named to any one who has watched a school of lively fish play round the bows on a tropical night, crossing and recrossing just in front of the advancing stem, and leaving rings and trails of phosphorescence in their wake. The "heave of the sea," is not an unpoetical way of expressing the allowance which must be made in the day's run for the division from course caused by the swell of the ocean swell.

There was a wealth of detail in the mariner's vocabulary. The anchor may be a bower, a stream, or a lodge, leaving out of account the "yellow," "pink," and "blue," a shank, a stock, a crown, a throat, a duke, and a bill. Sea poetry has familiarised us with it a-weight, but it is also a-speak, when the ship is hove short, and rides directly over it. It "comes home" as it breaks ground, being "shed" if so much soil adheres to the flukes as to prevent it from again biting. When it is raised clear of the bottom it is "a-trip"; when the stock is about to break the surface of the water it is "a-wash," at which time the cheery cry of "heave and a-wash" used to urge the crew at the capstan on the fo'c'sle head to a final effort. And when brought up to the catched it is said to be "a-cock-bill."

Tards also are a-cock-bill when swung at an angle to the deck. In a square-rigged ship it is a sign of mourning when she lies in port with her yards tacked alternately in opposite directions. It was also the custom, on the death of an owner, to give the hull above the water line a coat of blue paint. Then, as a more economical spirit prevailed, a thin streak of blue round the top-edge was thought a sufficient observance. And while the usage is rapidly dying out, for the steam tramp has no time for unprofitable sentiment, the narrow blue ribbon may still be occasionally seen on the old-fashioned vessels of conservative owners. Just as, in the days before the shipping auctioneer's lists were broadcast, a broom at the mast-head was held sufficient notice to all and sundry that the vessel so distinguished was for sale.

Floater, and jettison, describing, respectively, articles which are water borne or sunk, are familiar enough, but how many have heard of "laga." The complement of the phrase, under which term come such things as are sunk under water but buoyed so that they may subsequently be recovered. That a dogwatch is kept on board (possibly on the cathead), and that the main-sail may be goosewinged is common knowledge, but the most painstaking etymologist might have difficulty in locating the "timon" for the helmsman, is French in its early recognised garb. So also is "galley" for a light craft or barge, and the ordinary use of the word in Scottish waters today is a relic of the "and Alliance." The "tot," which was a small measure used for serving out grog, and the "holidey," or scamped piece of work, have quite taken place in shore-keeping parlance, but more obscure are the "raving iron" and "rave hooks" of the old-time carpenter, which he used when he "chained" the decks.

The barque of old was termed "ardent," when, as was generally the case, she carried a weather helm when close hauled and had a tendency, unless checked, to come up into the wind when steering full and by for his guidance in which delicate task the man at the wheel kept his eye on the clew of the main royal, brood a trifle square than the other yards, so that as long as the corner of the sail quietly fluttered all other canvas drew freely. Were she "lacking some," then all on board knew it, when she lay like a half-tide rock in the trough, and in buoyant trim, she was "scootily," and the day's run set all hands grating on pay-day. Stern galleries, with their ornamentation of foliage, munnions, and counter rails, have long since disappeared. Only in the most ancient of craft is there a trace of the head boards and floral scroll work in which the shipworker delighted. And in the recesses of her fore-castle, lit by a dim slush lamp, an odd mariner may be discovered who can discourse in obnoxious phraseology of her "ordnance apparel, ammunition, and furniture," and grumble at an age which has shifted the balance of power to a handful of greasy mechanics.

your humble home, your unworthiness or your weakness. Be manly or womanly, modest, kind and true. Success will come not because the world pities you but because it sees that your services and your influence are valuable to it.

DESERTION OF SEAMEN FROM BRITISH SHIPS.

Reports from certain foreign and colonial ports respecting the desertion of seamen from British ships have been published as a Parliamentary paper [Cd. 4658]. The following prefatory note explains the publication:

In 1898, consequent upon a question asked in the House of Commons, reports were obtained from the Consular and Colonial Offices at certain foreign and colonial ports in regard to the number and causes of desertions of seamen from British ships at their respective ports and also as to the steps which in their opinion should be taken to remedy the evil. The reports were printed and published in 1899 as "Reports from certain Foreign and Colonial Ports respecting the Desertion of Seamen from British Ships" [C. 9265]. In June, 1908, the Bishop of Bangor asked in the House of Lords that the officers who had reported on the matter in 1898 should be requested to give statistics showing the number of desertions at their ports from British ships for the four years ended June 1st, 1905, 1906, 1907, 1908, and to report whether the operation of the Merchant Shipping Act, 1906, had, in their opinion, been successful in removing the cause and in reducing the number of desertions. This proposal was agreed to, and the reports and statistics which have been received from the Consular and Colonial Offices form the present return. The statistics show that the state of affairs in the matter of desertion has not changed materially since 1898. It is clear that the chief factor which determines the number of desertions is the consideration whether or not employment can be obtained at a higher rate of wages than the seaman is receiving on board his ship, but while the question of wages is predominant, there seems reason to believe that the provisions of the Merchant Shipping Act, 1906, especially those affecting the seaman's food, are not without influence.

BATTLESHIP GUN FIRE.

In the House of Commons recently Mr. Ashley asked the First Lord of the Admiralty whether he was aware that the weight of metal thrown in one discharge of the guns of the Japanese battleship of the Sutsu class was 11,710lb., and from the guns of the British St. Vincent class 9,000lb.; and whether he was in a position to assure the House that the British inferior in gun fire to these Japanese vessels.

Mr. McKenna—The hon. member may rest assured that the British battleships of the St. Vincent class and of this year's programme will not be inferior in gun power to the Japanese vessels.

Mr. Ashley—Does the right hon. gentleman deny that the St. Vincent class is inferior in gun fire to the Sutsu class in the Japanese navy?

Mr. McKenna—No, Sir. What I am denying is the standard of measurement adopted by the hon. member. The gun power of a ship would be measured not by the weight of metal it would throw in a broadside, but by the number of probable hits.

Viscount Selkirk—Is there any reason to suppose that the Japanese are less likely to hit the target?

Mr. McKenna—There is much less reason to suppose that they would be able to hit with their large and small guns at the same time. They would not then fire all at the same time. Mr. Lee asked when this new standard of measuring by the accuracy of gun fire was adopted by the Admiralty.

Mr. McKenna said that since the adoption of fire control and certain developments of measurement of gun power a different method of reckoning in the strength of battleships had arisen.

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"MATOPPO,"
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All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 21st inst., at 3 p.m. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

No Fire Insurance has been effected. In consequence of the steamer having grounded in the Suez Canal Consignees must sign a General Average Bond before bills of Lading can be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 14th June, 1909.

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NOTICE TO CONSIGNEES.

THE Steamship

"YORCK,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd June, at 9.30 a.m. All Claims must reach us before the 26th June, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

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NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, COLOMBO, PE-

SINGAPORE.

THE Company's Steamship

"MISHIMA MARU,"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out under mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 23rd June will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed time. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 16th June, 1909.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,

ADEN, BOMBAY, COLOMBO, PE-

NANG AND SINGAPORE.

THE Company's Steamship

"PERSIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

The Steamer brings Cargo from
Trieste ex S.S. "Africa," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 23rd inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

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Japan—Shimonoseki, 1895; Liaoning Con-
vention, 1895; Commercial, 1896; New Port
1894. Supplementary Commercial, 1896.
Russian—St. Petersburg, 1881; Russian Land
Trade, 1881.

Portugal, 1883; Commercial Treaty, 1894.
FINAL PROTOCOL made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1894; Duties Convention
Russia, Agreements as to Corea; United
States, Extraterritorial Treaty, 1893; Great
Britain (Alliance) 1905; Russia (Great
Treaty) 1905.

TREATIES WITH CORRA
Japan, 1876; Japan Supplementary, 1878;
Japan, 1878; United States, 1882; Great
Britain, 1893.

TREATIES WITH SIAM
Great Britain, 1856 and 1899; France, 1893;
and 1904; Japan, 1893; Russia, 1899.
Great Britain and France, Siam Frontier.
Great Britain and Russia, Railway Convention
1898.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

LEGAL DOCUMENTS
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Subjects in China and Corea, and in Siam
Rules of H.B.M.'s Supreme and other Courts
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